

BULLETIN BOARD

SO.CA.TA Notes

Our thanks to Ed Clifford of MTA for his informative presentation on Metro Connections at our June meeting. And also Motor Bus Society President William Vallow for sharing the good news about MBS and its future plans.

The next study tour will be an exploration of the OC Flyer service on Saturday July 28th. Details and an itinerary will be available at our July 14th meeting.

SO.CA.TA's second "Subway to the Sea" Wilshire corridor meeting will be held Tuesday, July 17th from 6:00 to 8:00 PM in the Beverly Hills Public Library auditorium, 444 N. Rexford Drive (at Burton Way).

Dates, times and places for the other corridor meetings hopefully will be finalized by next month.

Transit Advocates of Orange County (TAOC) will have an information and rideshare website up during the OCTA bus operators' strike. Link to it through the SO.CA.TA news page at www.socata.net.

In Other News

Friends4Expo Transit is holding a meeting on the present status of design work for the Expo light rail line, on Thursday, July 12th from 7:00 to 9:00 PM at Hamilton High School cafeteria, 2955 S. Robertson Blvd. in Los Angeles.

On Sunday, July 22nd the city of South Pasadena is holding a Clean Air Car Show and Film Festival. Admission is free, and there will be a free shuttle to the event from the Metro Gold Line Mission Station and. The films are being shown in the Historic Rialto Theater. There will also be displays of Alternative

Fuel Vehicles and informational booths. Further information: (626) 403-7380 or [http://www.ci.south-pasadena.ca.us/whatsnew/PDFs/clean air show.pdf](http://www.ci.south-pasadena.ca.us/whatsnew/PDFs/clean_air_show.pdf)

The Los Angeles Chapter of the American Planning Association is sponsoring an event on Bicycle Planning, Mass Transit and Pedestrian Linkages in an Urban Environment Wednesday, July 25th from 6:30 to 8:00 PM at Metro's headquarters in the Union Station Conference Room, 3rd floor. Further information: (213) 922-3069 or mar-tinr@metro.net

William Vallow informs us the Burbank Historical Society will have a free video presentation on the history of the Pacific Electric system Saturday, July 28th at 2:00 PM. This will be held in the Cunningham Room, 1015 W. Olive Ave. Further information: (818) 841-6333

Check the calendar on the inside back cover of *Transit Advocate*, and on our website, for many other up-coming transit-related events and meetings. Please let us know if you learn of an event in your area that should be posted. 🚌

TRANSIT UPDATES

ACCESS SERVICES

Two shuttles now operate to and from the Rancho Los Amigos National Rehabilitation Center in Downey. As of July 9th, one shuttle will run from the Norwalk Green Line station, with one stop at

Stonewood Mall, and the other will come directly from the Imperial/Wilmington Green and Blue Lines station. They will run every 30 minutes from 7:30 AM to 5:00 PM weekdays.

The shuttles will be operated by Access Services, though will be open to the general public on a space-available basis. It will be free for Access

Paratransit users, with no next-day reservation requirement. Qualified users will have to call at least an hour in advance if a route-deviation pick-up or drop-off is needed. Non-Access riders pay \$1.25, though all day, weekly, and monthly Metro and EZ passes are also accepted. Info: (213) 270-6000

LAGUNA BEACH TRANSIT

Summer parking shuttles now in operation, through Sept. 2nd, daily from 9:30 AM to 11:30 PM. The three regular "mainline" routes will continue to operate, on their normal Mon-Sat schedules. All Laguna Beach Transit services are free until 9/2/07.

MTA ("Metro")

Many of the changes proposed for December 2007:

Gateway Sector

[Public hearings August 7th, 7:00 PM at Norwalk Arts & Sports Center, 13200 Clarkdale Ave., and August 9th 5:00 PM at The Gas Company, 9240 Firestone Blvd. back entrance, Downey (regular sector meeting at usual 2:00 PM)]

26 - cancel north of Wilshire

45 - route reduced...Harbor Green Line station to Broadway/Lincoln Park Ave. North of Lincoln Park Ave. to be covered either by extending line 252, or by new line "S-2". Owl service south of Harbor station may be discontinued

46 - cancel; route separate from line 45 to be covered by new line "S-1"

51 - cancel south of Compton station...service replaced by new line "S-3"

128 - re-route to Cerritos Towne Center (*new route not given*). Service on Alondra east of Carmenita replaced by line 460

200 - cancel Echo Park Ave. segment

270 - realignment in Norwalk/Santa Fe Springs area

460 - re-routed off I-5 north of La Palma/Brookhurst, and to be removed from multi-connection Fullerton Park n Ride.

S-1 - New route, between North Broadway and Heritage Square Gold Line station via Griffin, Ave. 43, Figueroa, Pasadena Ave., and Ave. 37

S-2 - New route, between North Broadway and Monterey Hills, if they don't extend existing line

252 instead (*see also line 45*)

S-3 - New route, from Harbor Green Line station to Compton Blue Line station via Figueroa, 117th St., Broadway, El Segundo Blvd., Main, Rosecrans, San Pedro St., and Compton Blvd.

San Gabriel Valley

[Public hearing August 13th, 6:00 PM after regular sector meeting, 3369 Santa Anita Ave., El Monte]

28 - end line 28 at unspecified place in Downtown Los Angeles

83 - extend to end at Hill/Venice

84 - most runs to end at Broadway/1st, becoming line 68s to East LA College or Montebello Town Center

252 - proposed extension from Huntington/Monterey to Lincoln Park via Mercury, Sierra, Lincoln Park Ave., to Broadway (*see line 45, and new S-2 in Gateway Sector*)

260 - southern terminus to be Atlantic/Beverly (*see 262*)

262 - new Atlantic Blvd. line, between East LA College and Artesia Blue Line, replacing south half of line 260.

328 - cancelled, mostly replaced with line 728

361 - cancelled, upon implementation of new Rapid 762. Should 762 not start in Dec. '07, line 361 will continue, operating same span as proposed 762 (all day weekdays, from 6:00 AM to 6:00 PM)

370 - cancel, with portions replaced by new Rapid **770**

762 - new Atlantic/Fair Oaks Rapid (*see line 361*)

780 - add weekend service, between Pasadena and Hollywood

Westside/Central

[Public hearing August 8th, 5:00 PM at LaCienega Tennis Ctr., 325 S. LaCienega Blvd., Beverly Hills]

35 - new line, replacing west half of line 68

(Broadway/Washington to West LA Transit Center)

38 - cut line east of Grand/Washington; portion designated line **71** to become part of line 70

68 - cut line west of Broadway/1st (*see line 35*)

335 - new limited, replacing 368 between Broadway/Washington and West LA Transit Center

368 - cancelled; replaced portions of Cesar E.

cont'd on pg. 6 ☞

Among the staff reports, etc. for the April cycle of MTA board meetings sent in response to my request to Records Management was an actual transcript of a portion of the discussion of item 19 at the April 19 Executive Management and Audit Committee meeting. This involves Supervisor Zev Yaroslavsky ripping into MTA's federal lobbyist David Kim regarding efforts by our friends in the San Gabriel Valley to promote the Gold Line Foothill extension by including local match language in a House funding bill and pressuring MTA to let the Foothill extension have priority over the Expo line. Kim firmly notes "We did not agree to that". Yaroslavsky seems to accept that political mojo alone may get major money for the Foothill project. I still think the laughable projected ridership is an Achilles Heel and that eventually our friends in the San Gabriel Valley will have to concede their vanity project isn't competitive. But boy are they slow to admit to that (I can share a digitized version of the transcript as a PDF attachment via e-mail, just send a request to dgabbard@hotmail.com).

Kymerleigh Richards informs me at the June MTA Operations Committee Bernard Parks performed some sleigh of hand by convincing the Committee that Yvonne Burke had introduced a "previous motion" reversing the cancellation of the 442 and on that basis got the line reinstated. In fact there was no such motion by Burke. Be that as it may when the Committee recommendation went before the full board it was specified that the reinstatement would last only one year, and if ridership doesn't not improve in the interim the line will then be cancelled. So, stay tuned (I suspect the new

Rapid Express 940 will siphon riders from the 442, maybe severely).

In happier news, Kym notes that the evaluation of the sector councils initiated at the behest of Supervisor Antonovich validated the concept and even motivated the Supervisor to make a motion to reinstate the community relations officers for all 5 sectors. And as all five sector general managers spoke in support of the motion I suspect somehow MTA will find a way to again provide outreach staff for the sectors. Which is a good thing! Thank you, Supervisor Antonovich.

It is gratifying that the very concerns we had regarding the Green Line Constriction Authority legislation (AB 889) evidently is why it has stalled in committee. Will this be a lesson for those among the proponents who reacted to our concerns by trying to shout us down? Sadly, I doubt it.

New editor James Brasuell Editor informs me as of July, *Metro Investment Report* will be published as an insert included in *The Planning Report* (TPR). This change means infrastructure-oriented news and some interviews will augment what TPR already publishes. As the two publications often overlapped in their coverage of urban issues, this is a logical step to take.

Co-founder Stephen Cromser's commentary on toll roads (currently the flavor of the month among some transportation policy gurus) has been posted on our website outlining concerns and risks this approach poses.

While it is nice Amtrak Marketing say fit to recently hold a series of focus groups with customers and employees on the issue of

service delays and their impact on the three state supported lines (details can be seen in the last 20 pages of the LOSSAN TAC June 21 agenda packet: http://www.sandag.org/uploads/meetingid/meetingid_1783_6954.pdf) the results are no revelation--people hate waiting, and Amtrak isn't doing a good job of providing real-time information on delays. That could have been learned for far less expense by contacting rail uber-fan Ken Ruben and asking he contact a few of the experts on such matters he knows.

I'll conclude this month by noting the news

J.K. Drummond posted on our member board that reporter James Fujita, formerly of the *Gardena Valley News*, has moved to the Central Valley town of Exeter to work at the paper there. As Drummond notes, Fujita "...was a strong advocate for better public transportation in Los Angeles." His was an informative voice, and will be much missed.

(By the way, who is on the transportation beat at the *L.A. Times* this week? It changes so often I can't keep track). 🚗

ORANGE COUNTY MEASURE M *Jane Reifer*

What is the Transit Component of Orange County's Recently Renewed Measure M?

The transit component consists of several projects to be funded through 2041:

Project R – High Frequency Metrolink Service - \$1 billion

Continued operations plus additional frequency, quiet zones implementation, grade separation prioritization.

Project S – Transit Extensions to Metrolink - \$1 billion

Every city has a chance to team up with other cities and propose bus or rail connections that feed into Metrolink stations. They must provide seamless transitions for the users with existing transit.

Project T – Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems - \$226 million

This one has "Anaheim" written all over

it.

Project U – Expand Mobility Choices for Seniors and Persons with Disabilities - \$340 million

OCTA fixed route and ACCESS fare stabilization, continue and expand local van service. Supplement existing non-emergency medical transportation services.

Project V – Community-Based Transit / Circulators - \$226 million

Competitive program to develop local circulators.

Project W – Safe Transit Stops - \$25 million

Provides for passenger amenities at the 100 busiest transit stops.

It would be great if advocates could be involved with their cities to make sure the cities aren't coming up with boutique projects on the competitive Transit Extensions and Community-Based Circulator competitive programs. 🚗

MEMBERS IN ACTION

John Ulloth presented the con arguments at a June 20th Westside Democratic Club Town Hall on the proposal to make Pico and Olympic one-way streets. In a near upset, the final tally of the straw poll was 16 for/14 against. Way to go, John!

Andrew Novak had an excellent article (with nifty photos) on the history of DowneyLink in the April-May issue of *The Paddle*, news-

letter of the Pacific Bus Museum.

Mike Baron attended the April 30 meeting of the Glendale Transportation and Parking Commission where city staff made a presentation on the proposed changes to the Bee-line system contained in the Short Range Transit Plan [<http://glendalebeeline.com/>].

J.K. Drummond was among the attendees at the June 9th Neighborhood Council Community Transportation Forum held at the Harbor City/Harbor Gateway Library. 🚌

TRANSIT UPDATES *cont'd from pg. 3*

Chavez by new Rapid **770**, and on Washington by new line 335

728 - new Rapid, replacing a portion of line 328 on Olympic Blvd.

OMNITRANS

Public comment hearings regarding proposed September 2007 service changes:

July 16th 10:00 AM - Ontario Main Library, 215 E. "C" Street

July 16th 5:00 - Chino City Community Building, 5443 "B" St, Room 6

July 17th 10:00 AM - Fontana Police Department, 17005 Upland Avenue

8 - eliminate the 4th St. loop to Goodwill (to be served by re-aligned rt. **5**); continue to operate straight on Redlands Blvd. in both directions instead of going north to Orange Tree

28 - discontinue; the Mulberry-Marley-Banana loop will be serviced by the restructured rt. **71**; the Slover corridor will no longer have service

60 - discontinue east of Chaffey College (to be covered by re-aligned rt. **70**); extend west section along Holt Blvd. and Mountain Ave. to Montclair Transcenter (similar to the current rt. **62**)

62 - discontinue current route north of Ontario Transfer Center; extend route to run on Euclid Ave. to 21st St. in Upland; restructure the south end to serve Mountain Ave., the new Chaffey College on Eucalyptus (when street is completed), and Chino Hills Marketplace (use Edison Ave. until roads are completed)

65 - discontinue the Los Serranos loop, replaced with a shorter loop using Valle Vista Dr; increase midday and evening headways from 30 minutes to 60 minutes

67 - discontinue the Euclid Ave. section; extend to the Montclair Transcenter, via 19th St., Mountain Ave. and 7th St. (replacing rt. **62**); decrease weekday peak period headways from 60 minutes to 30 minutes

70 - restructure the south end section to serve Francis Ave., Riverside Dr. and Haven Ave., covering the main areas of the former rt. **75**; extend the route north from Ontario Mills to the Rancho Cucamonga Metrolink Station on Milliken Ave., the Civic Center at Haven Ave. and Foothill Blvd., to the areas formerly served by rt. **60** east of Chaffey College

71 - restructure the southern section to serve Cherry Ave., Mulberry Ave., Marley Ave., and Jurupa Ave of the former rt. **28**; restructure the western section to serve Etiwanda Ave. and 4th St. to the Ontario Mills Mall; extend the east section up Sierra Ave to South Highland and the Sierra Lakes Parkway

75 - discontinue; the Francis-Archibald-Haven corridors will now be served by the restructured rt. **70**

OCTA

Should the current bus operator strike continue into Monday, July 16th, OCTA intends to add two more routes: **57** from Newport Transportation Center to State College/Orangethorpe, and **60** from Westminster/Goldenwest to 17th/Tustin Ave. As with the **43**, they'd run weekdays only from 6:00 AM to 6:00 PM, and free to riders. 🚌